

# PROPOSALS

For PRINTING by SUBSCRIPTION,

[A Work entirely new, of real Importance to Commerce and Navigation, and opening, extending, and connecting the inland and foreign Commerce of the maritime and inland Counties, Cities and Towns of ENGLAND, &c. Entitled,]

A

## TREATISE

OF THE

THEORY, CONSTRUCTION, and IMPROVEMENT

OF THE

Harbours and Inland Navigation

OF

GREAT BRITAIN.

MOST HUMBLY ADDRESSED TO HIS MAJESTY,

And deduced from Self-evident Principles,

By C. HOLMES.

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*Hoc opus, hoc studium, parvi properemus et ampli,  
Si volumus patriæ, si nobis vivere cari :  
Æquè pauperibus prodest, locupletibus æque ;  
Æquè neglectum pueris, senibusque nocebit.*

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HORAT.

CONTAINING

A PRELIMINARY DISCOURSE, GEOMETRICAL DEFINITIONS, &c.

With the Theory and Practice throughout ;

Illustrated with different Draughts of Harbours, Inland Navigations, and of Models, explained in the Application of Mechanic Engines of various Kinds, in their Powers and Practice.

To the PUBLIC.

**I**T was an Observation of Lord Chancellor *Clarendon*, that, " The Conveniencies of our Harbours, and Inland Navigations, call for the Attention of the whole Kingdoms ; and we ought to promote the Undertakings, from whence the better State of our Harbours, and Advancement of Inland Navigation

“gation may arise, and be, some how, ascertained. An Advantage more particularly to be desired, as well for increasing the Supplies of Seamen, as necessary for the Security of Trade in Time of War; the Conveniency of the whole commercial Part; the Benefit of every Land-holder and Subject in *England*, at all Times; which are now wanting on all Sides, and to the very Center of the Kingdom.”

In compiling this Treatise, for the national Purposes of Commerce, the Foundation, and Support of the Wealth, Power and Glory of *Britain*, the Author, in that Part which treats of Harbours, whether near the Sea, or at a Distance up larger navigable Rivers, has given Account of their Advantages and Disadvantages. Where any Amendments are proposed, Comparisons are made of every Two Draughts of Harbours, that a clear Judgment may be formed of the Excellencies, or Deficiencies of any Form of Construction standing, or proposed. From this, the Execution of what an Harbour ought to be, will be evidently conceived, viz. “A Place, properly bounded; which, being made fairly accessible, having no Dangers affecting its Entrance, nor any within, will, from its Disposition, afford proper Security for Ships, where they can be kept afloat at their Moorings, or Stations, safe from the Rage of the Sea, and clear from the Dangers and Inconveniencies that affect Trade, by the too great Violence of Tides, or Land-floods.”

The peculiar Advantages of *Britain* advanced into the Ocean, though few, if any adequate Improvements have been made in her Ports, roused the Attention of her ever watchful Rivals and Enemies to every Motion, and the least Advance she made in Trade. Well they saw the Advantage of her Situation, that, with the Dominion of the Sea at the same Time, it gave the first Increase of Commerce. They found, it was in vain to rival her in the Ports along their Shores, while they could not furnish sufficient Exports from within themselves; and, if they could, their Attempts must be frustrated by tedious, expensive Land-carriages; which enhanced the Prices of their Commodities so, that their Merchants had no View of Success; and the distracted Situation of their Shores, offered no Encouragement for the Purposes of foreign and domestic Trade; the first of which could not reach the Centers of most of their maritime Provinces, much less farther inland, and the other hardly touch their Ports or Rivers.

Our Rivals, foreseeing the flourishing State, to which *British* Commerce would arise, was not to be equalled by any Dispositions at their Ports, be-thought themselves of Inland Navigations, to connect the scattered Trade of their Country lying on distant Seas, and unite the dismembered inland Traffic, and Manufactures of their extensive Provinces with their Sea-ports on either Shore. To effect this, they opened the Canals of *Briare*, *Orleans* and *Languedoc*. The two first, insulating almost one Fourth-part of their Country, connected their foreign and domestic Trade, by joining the *Seine* and *Loire* by the two Canals of *Briare* and *Orleans*, near the Center of their Kingdom, at three hundred Miles Distance from the Sea: And, to unite the Commerce of the *Atlantic Ocean* and *Mediterranean Sea*, opened the Canal of *Languedoc*, from *Port Sette*, on the *Mediterranean*, into the *Garonne*; from whence the reciprocal Commerce of that Sea and Ocean is carried on, to and from *Bordeaux*, &c. without making the Circuit of *Spain* and *Portugal*, or being liable to Interceptions, in the Straits of *Gibraltar*, or on the Two Seas, in Time of War.—This true internal Policy opened their inland Trade, and connected their foreign with it through their whole Country, all at once; so that they had a moral certainty, first of equalling, and afterwards outrivalling other nations in Commerce. This *Europe* can declare; and *Britain*, secure in her own superior Situation, and her own greater native Advantages, must she stand tamely looking on; and, unconcerned, see her Trade outrivalled and sinking by Millions, when, by applying the like Arts, she has the Power of raising herself superior to those, who either have, or would pretend to outrival her in Commerce.

With all Humility, the Author begs leave to inform, that he has, for near Six Years, viewed every Port and River in *England*, and the South of *Scotland*;



as well as seen the several noted Ports, Rivers, and Inland Navigation in the different Countries of *Europe*; and, noticing what Advantages might be the Consequence of the Execution of any of them, with regard to Commerce, has given particular Accounts of these abroad: And, considering the State in which any of them now are, as well as that to which they, or others designed, can be brought, has offered Demonstrations of the great Advantages that will arise to the inland and foreign Commerce of *Britain* and her Colonies, by opening Inland Navigations from Sea to Sea; by which the Trade on both Sides, the whole inland Traffic and Manufactures, between her Shores, will be immediately connected, and her Commerce, foreign and domestic, can be raised to a Degree superior to, and unattainable on the Continent; from which, as it is inseparable from the Completion of such Works, the Landed-interest, everywhere, will be greatly increased at the same Time.—The Truth of these Things will appear from considering, that the greatest Inland Navigations, ancient or modern, with all their conceivable Advantages, are brought into Review before the Eyes of the Reader; and the Plans in the Treatise, being particularly explained, not only in what belongs to the actual Execution, and Estimates of the Works to be completed, but also compared with these existing, as well as others now proposed abroad, will shew that, from the Difference in the Plans, and the Peculiarity of our Situation, such Success and Superiority in Commerce are attainable from *British* Navigations Inland, as cannot be pretended to, or imitated on any Continent, if we do ourselves that Justice, which the Situation and Face of *Britain* points out.

As an Enumeration of the manifold, superior Advantages, arising to the Commerce of *Britain* in general, unknown to our Forefathers, and attainable by us, and these attending the Parts through which any Inland Navigations may be directed, with the Products on, or under the Surface in different Counties, and the Manufactures of native or foreign raw Commodities, all which will be raised into more extensive, useful Life and Motion, would exceed all Bounds here; yet, that the Public may have some Information of the infallible Advantages, of which every one, in their own Places, will know the particular Truths, we shall mention some of these contained in the Treatise. 1<sup>st</sup>, The *Thames* and *S. vern*. 2<sup>d</sup>, The *Humber* and *Mersey*, or the Ports of *Hull* and *Liverpool*. 3<sup>d</sup>, The *Sewern*, with the *Trent* and *Mersey*, into the *Humber*. The *Tyne*, through *Northumberland* and *Cumberland*, with the Junction of the *Tees* and *Wear*, into the West Sea; opening the most extensive reciprocal Commerce of the capital Ports of *London*, *Bristol*, *Hull*, *Liverpool*, *Newcastle*, &c. and the Counties between them, from Sea to Sea, where their Junctions are admissible to the best Purposes of foreign and domestic Trade.—In the South of *Scotland*, the *Forth* with the *Clyde*, or the *Clyde* with the *Tweed*, and the River *Nith*, or *Anan*, with the *Tweed* and *Clyde*, by which the Commerce of the South Parts of *Scotland* will be opened in the Center.—From the Manner of executing the Plans, in their Dimensions, greatly superior, and, proportionally, far cheaper in Execution than any that have been hurried into News-papers, or other late Productions, either from wrong, or contracted Views, or some Defect in Principles of such national internal Policy, any one of these Canals can be completed in three years, at far less Charge than one Million, with five thousand Men only; and the whole, for more than nine Millions less than the Canal of *Languedoc*; which, alone, cost thirteen Millions, with the Labour of fifty or sixty thousand Men, under the Direction of *Monsieur Riquet*, upwards of five Years.

As the great national Point to be gained by Inland Navigations, is not a bare Equality with rival commercial States, but a real, confirmed Superiority in Trade, foreign or domestic; the Dimensions of our Plans, compared with those of other Countries, it is most humbly hoped, will be found to answer this in every View, in regard of Expedition, Cheapness of Conveyance, Security in War, and, at all Times, greater Conveniencies.—And as it is not, simply, the Abundance and superior Quality of our Exports, that will ever give us the Lead, but the Price at which they can be sold, that will either  
make

make us lose, or recover and maintain that Superiority in Commerce, we all desire, and can most certainly rise to;—to this Purpose, Calculations are made of the Difference of Charge attending Land and Water-carriage; that, from the Balance gained by Water, a Judgment may be formed; and the Merchants are appealed to, whether the Advantages pointed out can be such as will, either alone effect the Superiority designed by Inland Navigations, or with such other Means as the superior Wisdom of the Legislature shall find expedient; as they can best judge of the Dimensions of Plans, with the other means, that will be adequate to such national Purposes.

Any Objections with regard to Water-mills, dividing of Estates, &c. it is humbly hoped, will be found, either properly obviated, or answered to the fullest Satisfaction of every Individual concerned; that, so far from suffering the least Injury in their Properties, the same are, rather, evidently consulted, and can be increased, even without any Charge to them.

The Author, conscious of the Rectitude of his Intentions in a Work, of upwards of twenty-two years; though on a Subject, if at all, very little treated of, or noticed, with the greatest Submission depends upon the Candour of the Public. And, apprehending that he has advanced nothing as inconsistent with Truth, and the Service of his Country, humbly appeals to the Advantages deducible to her from his Labours; hopes the Treatise will not be found defective, nor himself unequal to a just Direction of any actual Services he always intended, and now proposes.

### CONDITIONS.

I. The Work will be printed in Folio, with a new Type, on good Writing Paper, with elegant Folio Copper-plates, by the best Hands.

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April 9, 1766.

C. HOLMES.

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